

## § 183.21

- ASTM D 1622-93, § 183.516  
Standard Test Method for Apparent Density of Rigid Cellular Plastics.
- ASTM D 2842-97, § 183.114  
Standard Test Method for Water Absorption of Rigid Cellular Plastics.
- Institute of Electrical and Electronics, Engineers, Inc.*, 445 Hoes Lane, Piscataway, NJ 08854:
- IEEE 45 IEEE Recommended Practice for Electrical Installations on Shipboard—1983. Cable Construction. § 183.435
- National Fire Protection Association*, 1 Batterymarch Park, Quincy, MA 02269:
- NFPA No. 70 National Electrical Code—1987. Articles 310 & 400. § 183.435
- Naval Publications Forms Center*, Customer Service—Code 1052, 5801 Tabor Avenue, Philadelphia, PA 19120:
- MILSPEC-P-21929B § 183.516  
Plastic Material, Cellular Polyurethane, Foam-In-Place, Rigid—1970.
- Society of Automotive Engineers, Inc.*, 400 Commonwealth Drive, Warrendale, PA 15096:
- SAE J378 Marine Engine Wiring—1984. § 183.430
- SAE J557 High Tension Ignition Cable—1968. § 183.440
- SAE J1127 Battery Cable—1980. § 183.430
- SAE J1128 Low Tension Primary Cable—1975. § 183.430
- SAE J1527DEC85 Marine Fuel Hoses—1985. § 183.540
- Underwriters Laboratories, Inc. (UL)*, 12 Laboratory Drive, Research Triangle Park, NC 27709-3995:
- UL 1114 Marine (USCG Type A) Flexible Fuel Line Hose—1987. § 183.540
- UL 1128 Marine Blowers—1977. § 183.610
- UL 1426 Cables for Boats—1987. § 183.435

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[CGD 87-009, 53 FR 36971, Sept. 23, 1988, as amended by CGD 96-026, 61 FR 33670, June 28, 1996; USCG-1999-5151, 64 FR 67176, Dec. 1, 1999; USCG-2000-7223, 65 FR 40059, June 29, 2000; USCG-1999-6580, 66 FR 55091, Nov. 1, 2001; 69 FR 18803, Apr. 9, 2004; USCG-2004-18057, 69 FR 34926, June 23, 2004; USCG-2008-0179, 73 FR 35024, June 19, 2008; USCG-2010-0351, 75 FR 36288, June 25, 2010]

### Subpart B—Display of Capacity Information

#### § 183.21 Applicability.

This subpart applies to monohull boats less than 20 feet in length, except sailboats, canoes, kayaks, and inflatable boats.

#### § 183.23 Capacity marking required.

Each boat must be marked in the manner prescribed in §§ 183.25 and 183.27 with the maximum persons capacity in whole numbers of persons and in pounds, the maximum weight capacity in pounds, determined under §§ 183.33 through 183.43, and the maximum horsepower capacity determined under § 183.53 or the statement “This Boat Not Rated for Propulsion by a Motor”.

[CGD 78-034, 45 FR 2029, Jan. 10, 1980, as amended by USCG-1999-5832, 64 FR 34716, June 29, 1999]

#### § 183.25 Display of markings.

(a) Each marking required by § 183.23 must be permanently displayed in a legible manner where it is clearly visible to the operator when getting the boat underway.

(b) The information required by § 183.23 must be displayed in the following manner:

(1) For outboard boats:

*U.S. Coast Guard Maximum Capacities*

XX Persons or XXX Pounds  
XXX Pounds, persons, motor, gear  
XXX Horsepower, motor  
or

*U.S. Coast Guard Maximum Capacities*

XX Persons or XXX Pounds  
XXX Pounds, persons, motor, gear  
XXX Horsepower, motor with remote steering  
XXX Horsepower, motor without remote steering

(2) For inboard boats and inboard-outboard boats:

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### *U.S. Coast Guard Maximum Capacities*

XX Persons or XXX Pounds  
XXX Pounds, persons, gear

(3) For boats rated for motors of 2 horsepower or less:

### *U.S. Coast Guard Maximum Capacities*

XX Persons or XXX Pounds  
XXX Pounds, persons, motor, gear  
XXX Horsepower, motor

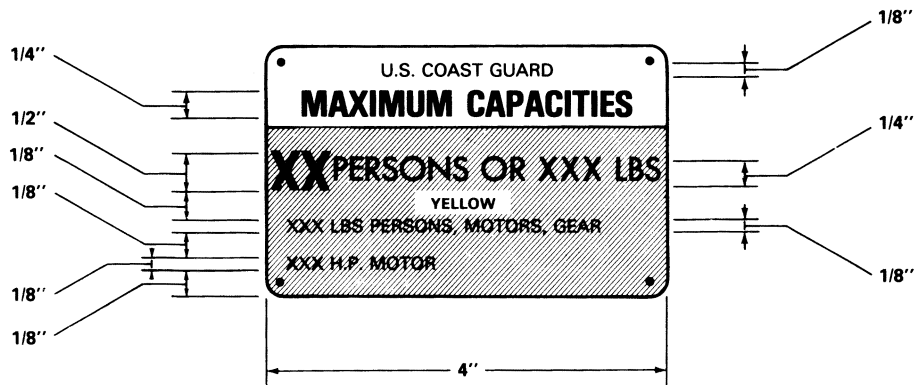
(4) For boats rated for manual propulsion:

### *U.S. Coast Guard Maximum Capacities*

XX Persons or XXX Pounds  
XXX Pounds, persons, gear

### *This Boat Not Rated for Propulsion by Motor*

(c) The capacity information displays required in paragraph (b) must meet the following as illustrated in Figure 183.25:



All Dimensions Are Minimum

FIGURE 183.25

(1) The capacity information required in §183.23 must be displayed within a yellow area that—

(i) Is at least 4 inches wide; and  
(ii) Is high enough that each line of print is separated by at least  $\frac{1}{8}$  inch from each other and from the borders of the yellow area;

(2) The persons capacity in whole numbers must be black print with the following dimensions:

(i) The height must not be smaller than one-half inch;

(ii) The width of the numbers must be three-fifths of the height except for the number “4”, which shall be one stroke width wider, and the number “1”, which shall be one stroke in width;

(iii) The stroke width shall be one-sixth of the height; and

(iv) The minimum space between the numbers shall be one stroke width.

(3) The words in the line “XX Persons or XXX Pounds” must be at least one-quarter inch in height but not larger than one-half the height of the persons capacity number and of a color contrasting with yellow. The number of pounds in this line must be at least one-eighth inch in height but no larger than one-half the height of the persons capacity number and of a color contrasting with yellow.

(4) All remaining words and numbers required to be within the yellow area required in paragraph (c)(1) must be at least one-eighth inch in height, but no larger than one-half the height of the persons capacity number.

(5) All other words and numbers on the displays must be located outside

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the yellow area on a background color which contrasts with yellow.

(6) The words “Maximum Capacities” must be at least one-quarter inch in height and of color contrasting with its background.

(7) The words “U.S. Coast Guard” must be at least one-eighth inch in height and of color contrasting with its background.

[CGD 78-034, 45 FR 2029, Jan. 10, 1980]

## § 183.27 Construction of markings.

Each marking required by § 183.23 must be—

(a) Capable of withstanding the combined effects of exposure to water, oil, salt spray, direct sunlight, heat, cold, and wear expected in normal operation of the boat, without loss of legibility; and

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(b) Resistant to efforts to remove or alter the information without leaving some obvious sign of such efforts.

[CGD 78-034, 45 FR 2030, Jan. 10, 1980]

## Subpart C—Safe Loading

### § 183.31 Applicability.

This subpart applies to monohull boats less than 20 feet in length except sailboats, canoes, kayaks, and inflatable boats.

### § 183.33 Maximum weight capacity: Inboard and inboard-outdrive boats.

(a) The maximum weight capacity (W) marked on a boat that has one or more inboard or inboard-outdrive units for propulsion must not exceed the greater value of W obtained from either of the following formulas:

$$W = \frac{(\text{maximum displacement})}{5} - \frac{\text{boat weight}}{5} - \frac{4 (\text{machinery weight})}{5}$$

or

$$W = \frac{(\text{maximum displacement} - \text{boat weight})}{7}$$

(b) For the purposes of paragraph (a) of this section:

(1) “Maximum displacement” is the weight of the volume of water displaced by the boat at its maximum level immersion in calm water without water coming aboard. For the purpose of this paragraph, a boat is level when it is transversely level and when either of the two following conditions are met:

(i) The forward point where the sheer intersects the vertical centerline plane and the aft point where the sheer intersects the upper boundary of the transom (stern) are equidistant above the water surface or are equidistant below the water surface.

(ii) The most forward point of the boat is level with or above the lowest point of water ingress.

(2) “Boat weight” is the combination of:

- (i) Hull weight;
- (ii) Deck and superstructure weight;

(iii) Weight of permanent appurtenances; and

(iv) Weight of full permanent fuel tanks.

(3) “Machinery weight” is the combined weight of installed engines or motors, control equipment, drive units, and batteries.

[CGD 72-61R, 37 FR 15782, Aug. 4, 1972]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 183.33, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at [www.fdsys.gov](http://www.fdsys.gov).

### § 183.35 Maximum weight capacity: Outboard boats.

(a) The maximum weight capacity marked on a boat that is designed or intended to use one or more outboard motors for propulsion must be a number that does not exceed one-fifth of the difference between its maximum displacement and boat weight.